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PORSCHE
November 2005
Volume 45 Number 11

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Cover photo by John Celona. AX and TT photos by David Leong, Ken Park, and Ron Lepke.

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**AROUND THE BENZ**

**Liberal Arts Majors, Arise!**

As you’ve read elsewhere in this issue, John Celona, our Nugget Editor, has put out a call for reporters to provide news of good times at GGR events. Pomona journalism majors, San Mateo College English majors, even you USC sports communication majors—we need you!

This is too important to be left to the techie-types who so often dominate our club. If they take control all we’ll hear about is slip angles, internal passage lubrication problems, rod flex and high silica-content masterbatching, irregardless of the topic. Hopefully, you can do better.

Frustrated Daily Californian sports editors, now is your chance to lead off with those attention-stealing headlines you miss so much—*Monster Park yields Godzilla speeds* and *Hershey AX not all Kisses—Title Desserts Provasi.*

Comparative literature and composition specialists, we implore you, give us—

“It was the best of times, it was the worst of times at Thunderhill — Mat Lowrance 1:51.212, Bill Benz 2:27.472.”

and

“To brake or not to brake, that is the question. Whether it is nobler to enter turn six with the speed of eagles, per chance to crash or to enter with speed diminished and with the promise of yet another lap and yet another - all unfulfilled.”

San Francisco State film writing specialists, we hunger for your help -

“As the sun reaches its zenith, reluctantly we bid a fond farewell to another Boxster Brunch. While we are sad to leave we are buoyed by the knowledge that in a month, or two or three, yet again we will enter this magical world of Skyline Boulevard. Skyline Boulevard - where the Lon-das meet the Sky and a Porsche can speed with impunity through the masses of ticketed motorcycles.”[fade to sky]

Finally, religion and Hebraic studies scholars, you have plenty to offer -

“And lo, a fuel line flexible connection, being the most elder, begat the leak, the leak begat the flour and the flour begat the drip which welled up unwelcomed from the secret reaches into the foremost place on the generator stand. And it was an abomination unto the concours judges and a curse upon the engine compartment score forevermore.”

It’s obvious that we need your help. Step up, please!

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LETTER FROM THE EDITOR

Database Mania

As some of you may be aware, last month’s introduction of inkjet printed addressing on The Nugget in lieu of the prior hand-applied labels was a magical journey of discovery. It turns out that the database dump emailed to us each month by PCNA is a veritable cornucopia of information. It includes primary members (the folks who pay dues), family members (the free add-ons), associate members (don’t ask me!), one life time member (very useful if you find yourself without a Porsche), and—in true testimony that hope can spring eternal—the folks who have not renewed. I suspect the database gurus back east keep them in there just in case.

Add to this the dual members (those suffering from multiple region disorder), and the list of complementary recipients, and we found ourselves only around a thousand copies short for mailing a copy of the October Nugget to everybody. Oh, dear.

Well, we made a number of runs at producing a protocol capable of screening the data down to the correct mailing list but, unfortunately, did not totally figure it out in time to avoid delaying the mail drop. If you failed to receive an October Nugget, my apologies. We have a small stash and can send you one if the online version on the GGR web site won’t do the trick. Just email me at Nugget-ed@sbcglobal.net. And, if you received a mailed copy for the first time and wonder why, well, now you know. Except, of course, that you likely won’t be receiving the November issue to read this! Life does throw all sorts of puzzles one’s way. In any event, only $42 stand between you and a bona fide copy mailed to you each month. Such a deal.

Hopefully, for all this confusion, October did reach you sooner than usual. We hope to do even better this month.

October also marked our start with larger pages. These give us more room for layout and content without costing any more than the prior smaller pages. And we can make the photos larger. As we keep wrestling with the printing logistics, we may even be able to make some of them in color without costing much extra or retaining fifty unpaid interns to hand tint each one. Now all we need are...

Nugget Reporters!

That’s right. As mentioned by Bill in his column this month, we’d like to improve coverage of GGR events and need folks to send things in. We do have lots of photos (and thanks to all the people who take them), but what we’re lacking is some text to go along with it. It doesn’t have to be the extensive essay you never wanted to write. Two or more paragraphs will do. Just tell the story of what went on, and consider what you yourself might find interesting to read.

I find it remarkable that when I ask people about what happened an event, the answer is usually “Nothing. People showed up and drove.” A few questions and it emerges, for example, that a Porsche turbo driver laid out the autocross course in an attempt to wreak revenge on the 914’s, only to have peer pressure insist on a few chicanes in that very long and fast straight. Or that the entire slalom was laid out straight on top of the aircraft fuel pipeline going through the lot at Candlestick, making every turn off-camber—just to have fun with people driving unsettled cars. What one can discover with a little digging.

The idea has also been floated of making part of the responsibility of putting on an event that someone has to email two paragraphs and a photo to The Nugget.

One may object that event organizers already have quite enough to do, but this task rather strikes me as being along the lines of “eat your vegetables”—it’s actually to the benefit of the organizers. That’s because organizers are always trying to get people to sign up for their event. Certainly, an ad helps, but often the best publicity for the next event is a write-up of the last one.

So, the call is going out to event organizers: two paragraphs and a photo, please! No whining. It’s good for you.

Lastly, if anyone is interested in becoming a regular reporter for The Nugget (AX bureau chief, perhaps?), just let me know. We’ll fabricate some very official-looking press credentials for you and maybe you can talk your way into press night at an auto show or something. Your picture can be in print. You can mail a copy to your mom and impress women. And it will do wonders for your Google ranking.

And, because, like in Hollywood, talent is king at The Nugget, we’ll start you at triple the editor’s compensation (three times zero is...), plus residuals and a cut of the DVD sales. Who could ask for anything more.

Electronic Only in December

Lastly, with events pretty much winding down for the year, in December we will do a brief electronic-only newsletter. Look for an email with a link to download it. We’re still exploring how to do this without getting snared in everyone’s spam filters, but hopefully we can figure it out.

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Thanks for reading.
We are winding down to the final article for 2005. There may be a short version for December, but that will be an abbreviated Nugget, and I may abbreviate out for a Christmas break. Lots of news for this month, however. We’ve got a report on the 2005 Time Trial finale, second to last AX of the year, this author’s first rally, and rule changes for 2006.

The DEC has been soliciting feedback on the Web forum, emails, personal surveys, and the open DEC meeting on the rule change proposals for 2006. The DEC used this information, and feedback to make their collective decision. The hot topic for the last couple of years has been the points proposal where cars in AX and TT would be classed on base points combined with modification points. This proposal was passed, by the DEC, for implementation in the 2006 season. This new system will be first generation, (not counting 3 years of beta versions), and many of you have pointed out areas that you feel could use some better tuning. I’ll devote another article to the system next year, but for now, let me say it is time for the process of tuning, adjustments, and debate of the various base points, modification points, and line items to be turned over to the entire membership to apply their collective wisdom.

The second proposal was to modify our time trial requirement of 5-point racing harnesses in all time trial cars. Basically, it was to no longer require 5-point belts in cars with stock seats, which were never designed to be used with harnesses, and some manufacturers have deemed to be less safe and not an approved combination. Since it was my proposal to make a change, I am personally disappointed, in its failure to be accepted. As I said in one of my first articles, your personal safety is your responsibility, and regardless of the rules, which are mostly minimums, you have to take control of your own safety. So even though the proposal failed, I hope to see less and less of this combination.
tion as more participants evaluate their own comfort level with this type of installation. Again, we'll address more of these issues in future columns.

Our first event to cover in this month's column, is time Trial #5 at Thunderhill. Some of you may not realize that Thunderhill, as is typical of most northern California tracks, has more than one configuration. For TT #5, we ran the track in the clockwise direction. It was definitely an interesting experience, especially for those of us who ran the other direction on Friday. We had to keep checking to see if we were coming or going, and reminding ourselves that we didn't just spin backwards. Weather was nice and sunny, cool, but windy. We keep saying it, but it's true that there is no other track event where you can experience the camaraderie and friendly faces like a GGR Time Trial. Group dinner at the track drove home that point, and we have Paulette Johnson to thank for these great dinners. Timed runs were exciting as usual, as each driver took their turn on the track formula one style, and the highlight was the battle between Chris Cox and hubby John Breternitz. Chris came out on top by 0.003 secs.

Autocross 8, was at the former Alameda Naval Air station, and since this was fleet week, I was reminded that it wasn't that long ago that instead of Porsches parked on the tarmac, there would have been naval fighters, including the Blue Angels. Instead, they were overhead, flying out of SFO, these days, and thanks again to Tim Stewart, and the continued good behavior of our members, we are one of the select few that get to run at this venue. Boris Elpiner designed the course, but it was his co-driver, Rob Luis, who took home the NAB (Not Andrew Blyholder) TTOD, proving once again, how potent those mid-engined Boxsters can be. I was left to hold up the rear engine honors, and failed, as Jeff Reitmeir, with the engine in the front took 3rd top time. This was in November 2005
spite of my master plan to use a perfect setup for the unfair advantage. Not car setup, mind you, course setup. If you volunteer to help with setup, you get to hear the designer say things like “This should trick a few drivers” and you can contribute helpful design contributions, like “I think this cone has my name on it, mind if we move it in a little?”.  

On October 1st, GGR sponsored the Coyote Run Rally, and we had one of the better turn outs for a rally. Maybe they heard it would be my first, and wanted a good laugh.

There are basically two rules for a rally: 1) Follow the directions, and 2) be on time. Failure of #1, resulted in missing the driver’s meeting, so my navigator son and I were late before the rally even started. We got lost, and ended up last in the first timers division, last in any timers division, and when we finally gave up at the end, we almost got lost getting to the awards ceremony even though we had the address. When we weren’t lost, I had a really hard time going slow, and since we figured it was only a matter of time/miles before we were lost again, we just drove normal speeds, which was really fun on the beautiful twisty roads we had. We were actually almost on time, most of the time, because we would be about 30 minutes too fast, and then spend about 30 minutes trying to get unlost. It almost worked out, until we missed the last checkpoint.

Oh, and we had fun and got a trophy! We’re ready to do it again.

Since this may be my last chance to thank my 2005 chairs, in this column I want to do it now. Dana Ambrisko has already retired and is back to her day job of pit tootsie to Ashley. Doug is the front-man for the remaining events. They did a great job the last two years, and I already know they have plans to continue helping in a major way for 2006. Ken Park has already retired, having run his last TT of 2005, and if you don’t believe me, take a look at the pictures from TT #5. He did a great job the last two years, and re-introduced Infinion (aka Sears Point) back into the schedule. His innovations on sponsorships will be a legacy that the club will be benefiting from for a long time to come. Larry Adams will return to handle concours and rallies in 2006, continuing the outstanding job he did this year. Don’t forget our upcoming events, we have an Autocross on Oct. 29th, and the GGR year end gala will be back at Blackhawk Museum on Dec. 4th. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we’ll see you on course.

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They came with old and new, and ranged from street to race. Here are some of the cars and drivers who came to drive for two days at Thunderhill.

Chris Cox

Jean-Francois Vincent

Susan Angebranndt, Bud Morgan, Tom Martenot

Making it all possible.

Jeff Reitmeir, Guy Covington

The Grid Police
### 2005 Time Trial Series

**Course:** Thunderhill Clockwise / **Date:** September 24, 2005 / Sorted by Class

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More to Polish than Paint

The science of metal polishing is not unlike polishing paint. In both tasks, you’re trying to achieve the smoothest possible surface, in order to obtain maximum light reflection. The advantage in polishing metal is that you don’t have to worry about burning through the paint. So let’s cover some of the finer points of making metal shine. Just to make sure we are on the same page, I’m referring to uncoated metal only.

Before beginning to polish metal, it’s usually useful to prep the metal with a tar remover or some type of solvent based cleaner. In cases where the metal is extra dirty (such as exhaust pipes), use a grade 0000 steel/bronze wool with the cleaner.

Use the finest polish first (as with paint). Only resort to more aggressive when necessary.

Try to use metal polishes with wax/sealant to protect the metal and retard onset of oxidation.

Polish metal in a straight back and forth motion avoiding any circular motion.

If you have deep scratches, first wet sand perpendicular to the scratch and then polish parallel to the scratch. (I suggest using 2000 or 2500 grit sand paper for this task) This will save you a lot of time and elbow grease.

If you are using a machine to polish the metal, be careful not to overheat and burn the metal, thus discoloring it.

Remember to dry any bare, polished metal immediately to reduce the effects of oxidation (i.e. highly polished wheels after washing or rain).

Don’t use everyday, consumer paper towels. Many of them are rough and will leave marks; so a good alternative is using specially made cotton based disposable towels or microfiber towels.

As your cloth/wipe starts getting black from the polishing, do not immediately switch to a clean cloth; this is when the real polishing is done.

I would recommend using at least (2) polishing steps in polishing metal surfaces in order of aggressiveness.

To bring out extra shine and clarity, wipe the surface with glass cleaner containing ammonia and buff out or use Liquid Gloss instant detailer.

If you see black residue leftover from polishing in crevices, sprinkle some flour or corn starch and wipe down. This will absorb the remaining polish.

If you have any questions or comments, please feel free to contact me at 1-866-DETDyNA (866/338-3962) or email us at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!
AUTOCROSS #8

At GGR’s autocross #8 at Alameda, we had 85 drivers on Boris Elpiner's “the other way ‘round” course. 914’s pushed the 911’s down in the ranks. Drivers had 10 runs to fine tune their method of attacks. Mark Powell was elected to be the 2006 autocross DEC rep. A few planes were spotted flying over Alameda and we saw glimpses of the Blue Angels.

TTOD was Andrew Blyholder
TTODL was Debi Pressley
PAX was Andrew Blyholder
The results have been posted to the website at <http://pca-ggr.org/acresults/100805.html>
Photos taken and posted by Ron Leppke and David Leong can be found at <http://pca-ggr.org/photo.cgi#100805autocross>

Our last event is Oct. 29th at Alameda. I’m going to try my hand at a themed course design. We promise we won’t run the course both ways this year except maybe if we have fun runs.

Thanks,
Doug and Dana

The Nugget November 2005
<table>
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<th>Driver</th>
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### Calendar

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<td>Board Meeting. 7 PM</td>
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<td>Yosemite/Curry Village</td>
<td>Alfred Abken 415-387-9351</td>
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### Membership Report

**Total members:** 1677

**Transfers in:** 9

**Transfers out:** 1

**New Members:**
- Eran & Rinat Briman, Sunnyvale, CA
- Michael T. Butler, San Carlos, CA
- Stephen Chan, San Ramon, CA
- Dennis J. Ciplickas, San Jose, CA
- Keiri & Emily Custodio
- Steven R. Dodge, Burlingame, CA
- Scott B. Garland, San Jose, CA
- Carlos Gutierrez, Los Altos, CA
- Peo & Silke Hansson, Santa Clara, CA
- Michael W. Hara, San Jose, CA
- Ed Hunter, Campbell, CA
- Stephen R. Jack, Redwood City, CA
- Douglas M. Kaden, Menlo Park, CA
- Tony Lamorte, Campbell, CA
- Siong Tern Liew & Karen Hii, San Mateo, CA
- Todd & Ed Madeiros, Los Gatos, CA
- Bruce & Molly Matheson, Redwood City, CA
- Todd McAllister, Novato, CA
- Ginger Moralez, San Mateo, CA
- Marta & Stawsh Murawski, Los Gatos, CA
- Cody John Murry, San Francisco, CA
- Wesley Okumura, Los Altos, CA
- Rose Pomerleau, San Jose, CA
- Pascal Renauld, San Jose, CA
- Allan Shu, San Mateo, CA
- Sigurd Strack, Greenbrae, CA
- Raymond Tsang, San Francisco, CA

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**GD Racing**

Gary Dielacher  
1168 Montgomery Ave  
San Bruno, CA 94066  
Tel: 650-742-9322 FAX 650-742-0869  
http://www.gdracing.com
Board Meeting

Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call To Order
The meeting was called to order at 7:35 PM on October 6th, 2005 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Claude Leglise, John Celona, David Leong. Also present were Doug Ambrisko, Harold Williams, Tracey Morris, Larry Adams, Ken Park, Mark Powell and Ruth Benz.

A. Approval Of Minutes
The Minutes from the Board of Directors Meetings September 2005 were unanimously approved as written.

B. Postmortem Of Events
1. September 10th, Ground School had approximately 24 attendees.
2. September 16th, Friday Night Social
3. September 17th, Autocross #7; 103 active participants
4. September 24th, HSDS
5. September 24th-25th, Time Trial #5; safe, fun weekend with comfortable but breezy weather.
6. October 1st, Ralleye; very well attended with about eight first-timers. Many thanks to Carlsen for donating trophies and t-shirts.
7. October 1st, Driver’s Event Committee Rules Meeting explored the pros and cons of changing our rules with respect to the two particular proposals made (5 point harness rule and points-based classification system).

C. Directors Reports
President, Bill Benz
1. Attended the Driver’s Event Committee Rules Meeting and was pleased to find it ended sooner than expected.

Vice President, Susan Angebranndt
1. Insurance for all upcoming events is ordered.

Treasurer, Claude Leglise
1. Motion to approve Treasurers report was itself approved unanimously.

Membership, Louise Sousoures
1. There were 9 transfers in last month, 1 transfer out, total: 1669
2. Motion to accept New Members was approved.

Competition, David Leong
2. Autocross: Preparations for the last two events are complete. Dates for next years schedule have been proposed.
3. Time Trial: Nothing to report.

Secretary, Andrew Forrest
1. Election materials are in the (last month's) Nugget.

Social, K.C. Sharp
1. Nothing to report.
Past President, James Ohl
1. Nothing to report.

Nugget Editor, John Celona
1. A comprehensive update of changes to the Nugget and its operation was presented.

Webmeister, Tchie Tao
1. Nothing to report.

D. Old Business
1. None.

E. New Business
1. The Role of the Driver’s Event Committee (DEC) to carefully consider the rules proposals and present a proposal to the Board for ratification was affirmed.
2. Next meeting the year-end award recipients will be chosen.

Adjournment
There being no further business to come before the Board, a motion to adjourn was approved at 10:26 PM. The next Board of Directors meeting will be held November 3rd, 2005 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to the agenda.
Respectfully submitted,
Andrew Forrest
GGR Secretary 2005
**MARKETPLATZ**

Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only. Ads will run as space permits. For the amusement of our members and to promote good writing, ads are run as submitted and are not edited. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html

**Porsches For Sale**

1986 944 Turbo Track car (street legal), charlie arms, autopower full cage, sparco seats, 2 DME & KLR chips, strong engine & smooth drive train, extras. $12,500 Contact Ted Phillips at twpmgp@value.net or 530-622-2992 days 530-644-0980 evens.

2004 GT3 Speed Yellow/black, 15,600 miles, street & track wheels, GT-3 seats, rollbar/harnesses,cf wing, RS bumper and spoiler, more, $97K as-is to include all stock parts,$89K stock
Contact Joe Ramos at jmramos@gmail.com or 650-464-5801.

1973 914 S 2.0 Alaskan Metallic Blue, 148K miles, excellent Black interior, S/package with center console & Fuchs forged alloy rims, strong tranny & 2 liter engine, new rotors & brake rebuild, all records, very clean with no rust on body but needs new paint & battery tray. $4500.00 Contact Ken McLaren at kmclaren914@comcast.net or (650) 743-1794

1974 914 Ravenna green, 2.0 with euro pistons/cyl. Prepped for Bp class, Panasports and Fuchs. Concours winner, very orig rust free 914. $9000 obo. More info and pictures at http://kermit.aberrance.com/. Contact Howard Yao at harold@dino.com or 650 340 7017.

1974 911 Too many projects, S/R coupe w/3.0 engine (out). 1982 SC Targa/Cab project, have all parts but no time. Complete cars only. B/O. Contact Mike Becker at mbecker011@astound.net or (925) 930-7762.

1975 Carrera/Targa good mechanical condition, custom blue shot at factory, needs to be stripped & repainted. New top & rotors 7 & 8x15’s recently polished/painted. Best offer. Contact Mike Becker at mbecker011@astound.net or (925) 930-7762.


Contact David Roseman at david.roseman@pillsburylaw.com or 415 246-6262.

1996 911 (993) C4S My well-maintained and upgraded black/black 993C4S is for sale. More info and pictures at
http://tinyurl.com/d8e4. Contact Rob Woollen at rob993c4s@gmail.com or 415-487-7505.

1977 935/930 3.2L Turbo #9307800274. Race ready, fresh engine and gearbox. Dyno sheets and technical specs available. 610-hp $89,000. Debbie Bergman (408) 259-4529.

2001 RUF 3400S Handbuilt, RUF 3.4L engine & suspension, silver, blue leather interior, GT3 seats. Only 12 worldwide. RUF VIN, US Spec, CA Lic and Reg. 11,800 mi concours condition. $79,500. Contact Bob Peake at bbayou@jps.net or (916) 985-3269.


1973 914/6 2.0 Alaskan Metallic Blue, 148K, console & Fuchs, new rotors & brake rebuild, no rust on body but needs new paint & battery tray. Great project car $500. Contact Ken McLaren at kmclaren@comcast.net or (650) 743-1179.

1984 911 Carrera 3.2 Very clean three-owner California car, 124K miles, original chiforn white paint, recent clutch and oil return tubes, polished alloys, sunroof, audio/other upgrades, licensed through 10/2006. $16,500. Contact Leigh Cagan at lcagan@us.ibm.com.

1993 RS America Black/Black, Fikse18” wheels, B&B exhaust, Autothority Air Flow Sensor, Eibachs, B&W Red Front calipers, 68K miles, A/C, sunroof, never tracked, Cd . third owner, new clutch, rear tires, $36,500. VIN#WPOAB2963PS418164. Contact Kenny Tse at kennyjr74@yahoo.com or 415 359-7482.

2001 996 turbo met blue/tan 13K miles. Perfect cond. All options. New P-0s. Ask $85K obo Contact Mike Jordan at mjordan@wagnerprocess.com or 510-303-1804.

1978 930 4speed 930transmission-less than 10,000 since overhaul-absolutely ok-extra 2nd/3rd4th gear-not ltd.slip/bought trans with ltd. slip and short gears. Contact Mike Jordan at mjordan@wagnerprocess.com or 510-303-1804.

1991 Carrera 3.2 Very clean three-owner California car, 124K miles, original chiforn white paint, recent clutch and oil return tubes, polished alloys, sunroof, audio/other upgrades, licensed through 10/2006. $16,500. Contact Leigh Cagan at lcagan@us.ibm.com.

2005 Cayennes All 05 models in stock V6, V8, and Turbos at close out prices. Call or e-mail for specifics. Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.

2004 Boxster Guards Red/Black, Factory sport suspension (M030), PSM, Heated Seats, 18 Carrera’s, Cruise, Porsche Sport Exhaust & much more! Warranty until 50k/Sept 2007. 11k miles, $79,500, Vancouver, Washington Contact Gary Hays at garyhays@hp.com or (660) 573-6997.

2002 GT2 Seal Grey/Black, 13-9K miles. $188K MSRP. $13K additional Porsche parts with all receipts (no aftermarket). All records, books, keys, manuals, etc. No accidents, no track, no paintwork. $119,5K. Contact Josh Ofstein at jofstein@hotmail.com.

1993 928 GTS, 5 speed rare, black/black, 102K miles, DEVEK serviced: clutch/coilovers, tb/wp, plugs/wires, cats/exhaust, caps/rotors, thermostat, tires, tint, smog.

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3” patch $4.00
name tag $11.00

http://www.pca-ggr.org/goodie.cgi
1986 944 Turbo 250-hp, powerchip, autocrossed, manual, leather seats, alarm, power sunroof, ac, cruise control, professionally lowered, records available. Recently serviced. More info and pictures at http://tinyurl.com/d84e5. Contact Yee Lin at alkitamike@yahoo.com or 408 515-1446.

1983 911SC Truly an outstanding car, Listing for a friend. Car has been properly serviced - many upgrades. E-mail for detailed description/pictures. More info and pictures at http://home.earthlink.net//.notdef.g0002/rlofgren. Contact Rick Lofgren at rick_lofgren@earthlink.net or 916 691-6958.

1979 930 Turbo Engine by ImagineAuto. 440 HP at the crank, 373 at the RW. Many upgrades. $31,000 More info and pictures at http://members.rennlist.com/bbetts/. Contact Bill at 916-323-2750. 

1990 944 S2 Cabriolet, 5-speed, Guards red/black w/cloth inserts, 94kmi, chip, front & rear adjustable Konis. Owned since 1998, a nice clean car. Rich McGlumphy at rlofgren@earthlink.net or 916-691-6958. 

1984 911 Carrera Targa 2nd owner bought it in 1997. Its a California car always been garaged 61,000 miles very clean. Contact Wayne Neylan at wayne123@netscape.net or 650-222-2262.

1979 930 near concours 930 turbo coupe. Black on black. 400+ HP many, many upgrades. May be an original RUF car. Only 28K on rebuilt 3.3L engine. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146. 

1990 944 S2 Red. 97K miles, recent valve job with chip and cam regrind. Great street/track car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net//.notdef.g0002/rlofgren. Contact Rick Lofgren at rick_lofgren@earthlink.net or 408 515-1446. 

1978 930 Turbo Engine built by ImagineAuto. 440 HP at the crank, 373 at the RW. Many upgrades. $31,000 More info and pictures at http://members.rennlist.com/bbetts/. Contact Bill at 916-323-2750. 

1964 356 1600 SC Coupe (Karmann) VIN #218564 / Mid-year Engine #812247 / Solid body, good mechanicals, needs pans, battery tray; minor nose damage Offer/trade? Contact Ronald Feinstein at rfeinstein@earthlink.net or 916-691-6958.


1986 944 Turbo Beautiful 951 owned by 20 year PCA member, 76k, pampered, all services and more! Must see to believe, see Autotrader for pic link, my location is Martinez Contact Steve Vest at 925-232-2750. 

1979 930 Upgraded factory 930 Slantnose. Black/ black; all upgrades documented; 400+ HP This car may be an early RUF conversion. Very well maintained and very fast. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

**1992 968 Tip Coupe** 968 coupe with 60k miles, just got tune-up SO-38, belts, plugs, oil. Great shape ready to go. Email for more + pics. Contact Steve Strauss at cking769@yahoo.com or 510-453-2253.

**1990 928 GT** Rare, 5 spd, 380 hp/370 tq dynoed, new: suspension, clutch, tw/wp, wheels, etc., DEVEK maintained. $23,500. Contact Mike Leon at akitamike@yahoo.com or 650-453-2253.


**1976 911 S** Fresh track prepped 911 on 3.0ltr rebuild, upgraded brakes, suspension, wheels, paint. Call for spec sheet and photos. At Thunderhill 4/8-10th. $24k obo Contact Bill Fergus at fergicc@yahoo.com or 775-721-7761.

**1974 914-6 GT3R Race Car** 3.4 liter twin plug, 325 HP, 1850 lbs. Race ready fresh car. Contact Lloyd DeMartini at lloyd.j.demartini.jr@lmco.com or 925-606-8543.

**Parts & Miscellaneous**

**911 Trans & misc.** 77 911 Transmission low miles $1400. 4" 6X15 Cookie Cutters $225 w/tires. 4" 6X15 Fake mini lites $225 w/tires. Contact Ken Mack at kenmack@sbcglobal.net or 408-268-4369.

**944: (2) Cookies, Harness Bar, Flowmaster & Dash Cover** 2’15x27 Cookies w/BFG tires $100. Weltmeister Harness Bar in Exc-Cond $125. New Plastic Brown 944 Dash-Cover $70. Cat-back Flowmaster for NA $944 $100. Contact Hank Brown at henrydbrown@aol.com or 831-402-8993.

**(4) Fuchs 15x7 and 15x8** 2’15x7 and 2’15x8 Fuchs with fair BFG tires for early 944. Great paint, some curb rash for $800. Contact Hank Brown at henrydbrown@aol.com or 831-402-8993.

**Roll bar for 911** Bolt in roll bar; fits ’69 to ’89 911 coupe. $150. Many other early 911, 914-6 parts. Contact Tom van Overbeek at tyanoverbeek@shoretel.com or 408-929-7357.

**Suspension Springs** 2.25 inch diameter, 8”, 350 lb/in. 2.25 inch diameter, 8”, 550 lb/in. $70 per pair. 2.25 inch diameter “helper” springs for use with 968 M030 shocks. $50. Contact Mike at Mahleroth@aol.com.

**Porsche Parts & Special Tools** 911 turbo crank std/std group b turbo cams (never used) 915 trans brg set & parts. carrera dme fly wheel. call for list of parts $ tools.350,911,928. Contact Ken Schaad at kschaad@msn.com or 408-846-5755.

**914/4 & 6 Parts** A-Arms, Struts, Calipers, Rotors, Gauges, Fuse Panels, Relay Boards, F&R Bumpers, Shift Towers, 100Lb.

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**8 x 15 fuchs wheels** 4 factory fuchs wheels & usable michelin sport cup tires from my 914/6 GT. I bought these wheels new about 12 years ago. Perfect condition. $2K Contact Jon Wactor at jonwactor@comcast.net or 510-530-8635.

**Recaro SRD seat** Black SRD seat with Sub belt hole. Excellent condition, right recline knob removed for 993. $700 new. Will sell for $500. Contact Michael Ingegno at mdivasc@aol.com or 510-599-7750.

**Car Trailer** Single axle trailer with board bed, electric brakes and winch. New tires and spare - perfect Porsche tow. $1500. Contact Jack Kuhn at 925-829-8140 or 925-833-8545.

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Once again, we will be staying in the Curry Cabins, with bath. A Buffet Dinner will be in the Curry Village Glacier Point Room on Saturday evening. Space is limited. Payment in full will hold your reservation. Payment must be received by January 27, 2006. Sorry, no refunds can be made after February 17, 2006. Cost per couple, or single, will be $275. If more than two people per cabin are going, additional costs are $12 per person, per room. $45 for each additional adult dinner, and $11 for each child dinner. Make check payable to: PCA/GGR, and mail to: Alfred Abken, 555-24th Ave, San Francisco, CA 94121-2977. (415) 387-9351 before 9 p.m., please.

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Name__________________________Adults in Party__________
Address________________________Children in Party__________
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Please let us know the number of people in your party who would be interested in a snow shoe hike early Sunday morning______. There would most likely be an additional charge for this.

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**993 Brey Krause Carbon Fiber Strut Brace** Excellent condition Carbon Fiber Brey Krause front strut brace for 993/964. $300 new. First $200 takes it. Contact Michael Ingegno at mdivasc@aol.com or 510-599-7750.

**Autocross wheels** Set 75 & 9x17 from Boxster $1000. Set 75 & 8x16 for 911C2 $400. Hoosiers on both. Contact Bob Gardner at fastco44@ix.netcom.com or 408 733-0776.

**S-02’s for sale** Used S-02’s. Two 285/30/18’s with 4.5K mi of tread remaining. Pick up in Foster City or Santa Clara vicinities. $200. Contact Carey Nakamura at cnakamura@gilead.com or 650 522-5558.

**8” x 15” Forged Fuchs Wheels** Brand new in original boxes, 8” x 15” genuine Fuchs forged wheels. Never used. $650 firm. Contact Waymond Ho at (650) 867-1008.

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**Wanted**

**15 X 6 Fuchs, Original finish.** As stated in title, set of 4 15 X 6 Fuchs, in good original condition. Contact Martin Baker at martingbaker@sbcglobal.net or 707 425 9144.

**1997 C4S** Prefer low mileage, silver in very good / excellent condition. Contact Dale Achabal at dachabal@scu.edu or 408-832-4138.

**complete running 911 engine** Looking for a complete running engine to install in my ’69 coupe, or will consider wrecked or rusty car long as engine runs. Contact Dave Merz at kwiky99gt@yahoo.com or 707 545-3566.

**‘928 GTS “big black” brake calipers** Looking for a set of the 928GTS front brake calipers - Big Blacks. Contact rossmartindale at a911rcr@yahoo.com or 408-921-3168.

**Catalytic Converter** Need a used but intact right side catalytic converter for 2002 996 Coupe. Price must be less than by-pass pipes, please. Contact Jim McClelland at jmcclelland@mdm-architects.com or (925) 941-5450.

**74/75 Carrera coupe w/sunroof** Looking for ’74/75 Carrera sunroof coupe. Contact Harold Williams at harold@dino.com or 650-340-7017.

**Big Red Brakes from 993 C4S or Twin Turbo** Looking for a used set of “Big Red Brake” calipers and rotors from a 993 C4S or Twin Turbo. Contact Don at ttsac@yahoo.com or 916-296-9039.
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